
NEWS From:

Congressman Mike Honda



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Rep. Honda Urges Bush Administration to Fully Fund Transportation Priorities and BART to San Jose

\$375 Billion Measure Would Create Millions of Jobs

OAKLAND, May 28, 2003 — Today, U.S. Rep. Mike Honda released the following statement on the day that he, **Reps. Ellen Tauscher** (D-Walnut Creek), **Barbara Lee** (D-Oakland), **Tom Petri** (R-WI), Chairman of the Highways, Transit and Pipelines Subcommittee, **James Oberstar** (D-MN) Ranking Democrat, Transportation Committee, and state and local transportation officials toured high priority transportation projects in the Bay Area:

\$375 BILLION PROPOSAL VS. PRESIDENT'S \$247 BILLION PROPOSAL

"I am honored to join Chairman Petri, Ranking Member Oberstar and my Bay Area colleagues in support of a \$375 billion TEA21 Reauthorization bill. Almost every member of the House Transportation Committee is united in their support for this \$375 billion package. If we succeed, we will empower local transportation officials to better meet the needs of their communities. In fact, under this proposal, California would receive an estimated \$25.2 billion in highway funding over six years. That translates into an estimated 112,890 new jobs in California.

"The Bush Administration has proposed a \$247 billion six-year highway and transit funding proposal – 'The Safe, Accountable, Flexible and Efficient Transportation Equity Act of 2003' (SAFETEA). This proposal leaves a lot to be desired. Many of our nation's transit and safety needs will remain unmet. Without a fully functional national transportation infrastructure, it will be more difficult for our country to regain economic vitality, for businesses to transport goods efficiently, and ultimately, this means more traffic and dangerous roads for commuters. Additionally, the Department of Transportation's own studies show that every \$1 billion of federal funds invested in highway infrastructure creates 47,500

jobs and \$6.2 billion in economic activity.

BART TO SAN JOSE

“The Bay Area is on the cutting-edge of transportation planning. In Santa Clara County, for example, voters overwhelmingly approved a 30-year one-half cent sales tax to fund a comprehensive list of transit projects. One of these projects will connect BART to Milpitas, San Jose, and Santa Clara – a 21-mile extension of that world-class system.

“About 78% of the cost of this project is funded by state and local sources. This turns the federal government’s 20% local match requirement on its head. Other counties in the Bay Area are equally aggressive in generating local revenue to address regional transportation challenges, and I believe such efforts should be rewarded.

“That is why the reauthorization of TEA21 is so important to the Bay Area and to our nation. We need to ensure that the federal government remains a good partner to local and state governments that are desperately working to reduce congestion on our roadways and highways.

“The DOT’s own ‘2002 Conditions & Performance’ report indicates that an annual investment level of \$75 billion in highway and transit capital infrastructure is needed to begin to improve the condition of the nation’s transit systems, highways, and bridges. The bipartisan Transportation Committee leadership has adopted a recommendation for the six-year funding total of \$375 billion for transportation programs, in order to reach this funding level by the end of the next authorization period in 2009.

“As a member of the House Transportation and Infrastructure Committee, I will work with my colleagues to achieve this lofty goal.”